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CENTRAL INTELLIGENCE AGENCY

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1. The airfield east of MINSK (27034 'E/53054 'N), White Russian SSR, about 1,600 feet east of the tractor plant, extended north almost to the railroad line to MOSCOW. It was about 5,000 x 8,200 feet and partially bordered by woods. There was no runway. A conspicuous, three-story, white stone building with a windcone was on the eastern edge of the field.
2. The field was occupied by about 20 twin-engine aircraft and an undetermined number of single-engine fighters, twin-fuselage aircraft, and biplanes.
3. There was mostly formation flying with fighters and bombers, the latter releasing live bombs about three miles east of the field.

4. The field was about 2,000 feet east of the tractor plant and south of the MINSK-MOSCOW railroad line. A spur track to the motor car plant ran 1,000 feet west of the field.
5. The following installations were available:
  - a. A three-story flight control station and administration building.
  - b. Two cantonments, each with 16 to 20 plywood shelters.
  - c. A fuel dump.
6. The field was occupied by:
  - a. Six single-engine low-wing monoplanes with retractable

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landing gear.

c. Three twin-engine aircraft, engine rumps projecting over trailing edge of wings, landing gear retracting rearward, windows in fuselage.

c. About 30 biplanes.

d. Three gliders, frequently towed by biplanes.

- 25X1 7. There was day and night flying, mainly with biplanes. Twin-engine commercial aircraft landed occasionally.

8. The airfield with several buildings was about  $\frac{1}{2}$  mile east of the tractor plant.

9. There was intensive flying with biplanes and twin-engine bombers or transports. Group parachuting up to company strength was frequently observed.

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Comment:

a. The location of the field agrees with previous information. The reported varying number of different aircraft types is not considered the permanent occupation of the field. They were probably units which temporarily landed there.

b. The twin-fuselage planes may serve for tactical reconnaissance missions and are apparently built in the MOSCOW-TUSHINO Plant.

c. The parachute jumps, not mentioned by other sources, indicate that this practice was observed only once and there was no regular training activity. It is still assumed that a DOSAV pilot school is stationed at the field.

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